

DECEMBER, 1985



CHAPTER 27 NEWSLETTER

DECEMBER, 1985 ISSUE

Meetings Held on the Second Sunday of the Month at Meriden-Markham Airport, Meriden, CT

CANOPY CAPER



Photo shows Julie Tencza closing the canopy of his Cassutt Racer after arriving at the September Fly-In of EAA Chapter 474 at Orange County Airport, Montgomery, N. Y. Julie should have felt right at home as he did some formation flying with another Cassutt at the Fly-In. Incidentally, Jim DeAngelo of Meriden won first place for best homebuilt at this meeting for his Falco.

NEXT MEETING IS SUNDAY, DEC. 8

The December meeting of EAA Chapter 27 will be held at Meriden-Markham Airport on Sunday, December 8, 1985. Time—10 a.m.

AVIATION TRIVIA

What is the longest distance traveled by a glider?

(Answer elsewhere in this issue)

FABRIC COVERING DEMONSTRATION PLANNED FOR DECEMBER MEETING

Be sure to join us for our December 8th meeting when Jim Simmons will be demonstrating fabric covering on aircraft structures using the STITS dacron fabric covering process. Jim plans to include examples of the different tools, supplies and techniques he used during the covering of his Skybolt.

- NOTE: The Bradley Airport Radar Service Area goes into effect on December 19, 1985.

REMEMBER—IT'S DEC. 8 IN THE UPSTAIRS CLASSROOM AT MMK AIRPORT—TIME 10:00 A.M.

LETTER FROM THE PRESIDENT:

On behalf of the newly elected officers of Chapter 27, I would like to thank the membership for your support and we look forward to another exciting year. A special thanks to Charlie Maxted for his assistance with formulating the slate of officers for 1986 and his contributions as editor during 1985. Also, I would like to welcome our new vice president, George Molina to the staff and look forward to working closely with him during the coming year.

We have also created a new position of chapter photographer and I have appointed Jeff Davenport for this coming year. His duties will entail creating an assortment of photographs of activities, projects and events which can be displayed on the Chapter Bulletin Board in the Prop Stop restaurant. He could use your support in providing him with some of your own photographs as well.

I suggested that we put together an article about our chapter for submission to magazines regarding the activities of a typical EAA chapter. I have requested that EACH of you write a brief summary of your background and interest in the EAA. I would like to include information about everyone, so please take a couple of minutes and drop me a line about yourself.

Also, I would like to congratulate Pat Boice, a Chapter 27 member, on her recent completion of the Mitsubishi Diamond business jet course and her promotion to Captain at Pratt and Whitney. We all wish you continued success in your new position.

See you all at our December meeting.

Happy Flying!

Jim Simmons

PORT-A-PORT HANGARS

The manufacturers of the popular Port-A-Port hangars have recently announced a major breakthrough in aircraft hangar economy as follows:

TRULY MOBILE AIRCRAFT HANGAR—You pick it up at the factory.

FUNCTIONAL—Time proven design, great doors, fully enclosed, secure aircraft protection.

QUALITY—Welded, rust-resistant steel tubular framework, galvanized steel siding.

EASY TO INSTALL—Set up in less than 24 man hours with basic hand and power tools.

EASY TO OWN—Convenient Port-A-Port financing (20% down, 16.5% A.P.R., 5 yr.) Average monthly cost about \$100 per month.

PURCHASING INFORMATION—\$1,000 deposit required to place a Port-A-Port Sport Hangar order.

At the present time Meriden Airport does not allow portable hangars on the field but who knows, times may change and the above information may be of some value in the future.

Incidentally the "major breakthrough" mentioned applies to the price which is \$5,980.

MORE PILOTS NEEDED

While aircraft builders may be in a sluggish economic situation, the outlook is bright for employment in aviation. According to Future Aviation Professionals of America, based in Atlanta, during 1985 the airlines will have hired more than 8,000 new pilots. Record pilot demand is directly related to renewed profitability and growth in the industry, especially among smaller regional carriers. FAPA says that during the next 14 years, most major airlines will retire 60%-70% of their current pilots and that by the year 2001, more than 2,000 pilots will reach retirement age each year.

HAND PROTECTOR FOR HOMEBUILDERS

Wicks Aircraft Supply has begun offering PR88 hand protector to homebuilders and tinkerers who use epoxies, glues and other potentially irritating materials. PR88 is an invisible film that prevents skin from absorbing the chemicals, thereby protecting people who have developed allergies and making it easy to wash up after a messy job.

Wicks says the protectant washes off with water and prevents fingerprints on surfaces to be varnished or galvanized.

PR88 is available in 105 milliliter or 1 liter containers, for \$3.50 and \$15.75, respectively. Order from Wicks Aircraft Supply Co., 410 Pine St. Highland, ILL 62249, or call (800) 221-9425 to order.

SILVER BADGE LEG FOR ERWIN HAUER

Congratulations to Chapter 27 member Erwin Hauer in earning a leg of his silver badge goal in soaring at Connecticut Soaring Center this past summer. This part of the silver badge was for a gain in altitude of 1,000 meters (3,281 ft.) accomplished in a Schweizer 2-33 sailplane.

AVIATION TRIVIA ANSWER

Hans Grosse flew his sailplane from Leubeck, Germany to Biarritz, in southwestern France for a total of 907.7 miles in April of 1972.

CHAPTER 27 OFFICERS FOR 1985

President—Jim Simmons
Vice President—Herb Bullock
Secretary—Sheila Seemann
Treasurer—Bob Seemann
Technical Consultant—Ed Dunn
Newsletter Editor—Charlie Maxted
Printing—Herb Bullock

TECHNICAL COUNSELOR VISIT

Recently, a fellow chapter member who was preparing to bring his newly-finished RV-4 homebuilt to the airport told me of one of his "last minute" problems. The trim system on his RV-4 is actuated by a handle on a push/pull solid wire (choke style) control cable. Problem was friction was so high that when **pushing** in the wire, the housing would flex and the elevator mounted tab would not respond. **Pulling** on it was effective and presented no problem. After attempting to cure the problem with more clamps to secure the cable, he mentioned the situation to me. My suggestion was to fold .025 aluminum into a 90 degree angle and secure it to the cable housing with ty-wraps where it flexed. All that was needed was lengths cut to fit in the open spans between supports and fuselage bulkheads. He tried it and solved the problem. Although this worked for him, I suggest we all advise RV-4 builders of this possibility and help them find better solutions to this problem.

The "bill of material" cable and plastic casing might also be passed through a stiff aluminum tube.—**Joe Gauthier, Cromwell, Connecticut.**

SAILPLANE AEROBATICS

During this past summer we had the opportunity to be present at an International Aerobatic Club Competition for power planes at Orange County Airport.

We have since learned of an aerobatic sailplane championship competition held also this past summer at Mauterndorf, Austria, in which a group of American pilots participated.

We make mention of this event because one of the contestants at Orange County happened to be Charlie Kalko, a super unlimited competitor and who also participated in the sailplane aerobatic competition in Austria.

CALCULATING RECIPROCALLS

In our efforts to arrive at a speedy formula for calculating reciprocals for runway headings we have long used the "add 200, subtract 200 plus add or subtract 20 to determine the 180 degree difference as applied to the heading.

David C. Green of Malibu, California reduces this method to a much simpler formula as published in SOARING magazine.

I quote David as follows:

While I am sure there are as many solutions as there are reciprocals, the one that works for me is the "plus-2, minus-2, or minus-2, plus-2, method. One simply adds 2 and subtracts 2 to the first two numbers of the bearing, and if that result doesn't make sense, then subtract 2 and add 2.

For example, to 168° add 2 and subtract 2 which gives 348°, or for 342° if you first add 2 and subtract 2 the number will not make sense, so you subtract 2 and add 2, yielding 162°.

For me it's simple, easy to remember and great for us idiots who use digital watches.

David C. Green, Malibu, California

CALENDAR OF EVENTS

MARCH 16-22—LAKELAND, FLORIDA—12th Annual Sun 'n Fun Fly-In, hosted by the Experimental Aircraft Association. Contact, Sun 'n Fun Office, P.O. Box 6750, Lakeland, FL 33807.

JAN. 13-14—SINGAPORE—Asian Aircraft Engineering and Maintenance Conference at the Hyatt Regency Hotel. Sponsored by the Civil Aviation Authority of Singapore.

APRIL 25-27 — KILL DEVIL HILLS, N.C. — The fourth annual Wilbur Wright Fly-In at the Wright Brothers National Memorial. Saturday night banquet with awards for best dressed aviator and aviatrix. Event celebrates the birthday of Wilbur Wright, April 16, 1867. Aircraft will be judged with competition in five classes — homebuilt, ultralight, antique, classic and warbird. Sponsored by the First Flight Society, the National Park Service and Experimental Aircraft Association Chapter 339 of Norfolk, Va. The Civil Air Patrol will assist in the event, which also includes an antique and collectible auto show. Contact: Gene O'Bleness, managing director, First Flight Society, P.O. Box 1903, Kitty Hawk, N.C. 27949. Telephone (919) 441-3761.

BONANZA CHIT-CHAT

Beech Aircraft has won a \$4.9 million contract to supply the Mexican Air Force with 21 Bonanza F33C's, to be delivered in 1986. The contract includes provisions for spares, and training for pilots and mechanics in Wichita. The Bonanza F33C is a fully aerobatic version of the F33A.

The purpose of reporting this little item is to ascertain what would be necessary to convert an F33A into an aerobatic version as we know someone who might be interested in such a conversion!

WANTED

HONDA CIVIC ENGINE—EB 2 or 3. Must have aluminum block. Fred Troske. 753-7833.

CESSNA 150 OR 152—Other aircraft of comparable size considered. Morris Dibner, 34 Welton Street, New Haven, CT 06513. (203) 776-7592.

FOR SALE

TABLE SAW—Eight-inch with attachments including dado head and moulding head. Fred Troske 753-7833.

SECURITY 350 PARACHUTE—6 months since new. One of the thinnest, most comfortable chutes available. Contact Jim Simmons. 272-9346.

1986 EAA CALENDAR OFFER

Mail to:

EAA CHAPTER 27

c/o Ms. Sheila Seemann

89 Earl Avenue

Hamden, CT 06514

Please place my order for the 1986 Calendars as listed below:

QUANTITY ORDERED: x \$4.00 each —

(Total Amount Enclosed)

NAME:

STREET:

CITY, STATE, ZIP:

CHARLES MAXTED
957 Coleman Road
Cheshire, CT 06410

1986 EAA CHAPTER 27 MEMBERSHIP FORM

Please fill in the following form and mail with your dues to: **BOB SEEMANN, 89 EARL AVENUE, HAMDEN, CT 06514.** (Dues are \$10 per year).

Name City Phone

Street State Zip

Current EAA No. Pilot Rating Held

Do you own an aircraft? Make and Model Registration No.

Do you have a project? How much completed

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